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CIGARETTES.

A. S. WATSON & Co., Ltd.

THE HONGKONG DISPENSARY,

Hongkong, 29th October, 1888.

MARRIAGES.

On the 1st November, at St. John's Cathedral,
Hongkong, by the Rev. W. Jennings, M.A.,
Colonial Chaplain, MONTAGUE BEART,
to RACHEL SAMUEL.On the 25th September, at Blackheath,
CLEMENT, son of the late N. B. Palmer, of St.
Yarmouth, to MARY, daughter of Alexander
Young, 1, Aberdeen Terrace, Blackheath,
London.

The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 1, 1888.

The bare-faced impudence of the *China Mail* has long been notorious. And its facility for deliberate perversion of the truth has for all time stood unrivalled in this colony. About a fortnight ago our religiously conducted contemporary contained a lengthy and sensational report regarding the alleged arbitrary and high-handed conduct of the Manila authorities in arresting (?) Mr. G. H. Townsend, the acting agent of the Hongkong and Shanghai Banking Corporation at that port. And last night it refers with true missionary gusto to some observations made by the Singapore *Free Press* on the concoction of idiotic exaggerations presented by the *China Mail* to its celebrated "one reader." It is scarcely necessary to say that the evening rag's report of what occurred in Manila with reference to the Acting Agent of the Hongkong and Shanghai Bank was a tissue of mischievous falsehoods; the incident of which so much was made was in reality so paltry, that, although fully cognisant of what had occurred, we did not even think it worth while to report it. But when the Manila Government is grossly maligned, and the interests of the Shanghai Bank in that city are seriously imperilled by these erratic flights of the *China Mail's* tortured imagination, it is high time to place the actual truth before the public. And that can be done in a very few words.

It has been the custom of the Shanghai Bank in Manila to issue to its constituents in Amoy, Cuba, and elsewhere, ordinary bank cheques, payable either to bearer or to order, instead of the usual stamped drafts or bills of exchange. This practice, it is stated, is contrary to Spanish law, and when it became known to the Manila authorities—by the treachery of an employee of the Bank who had been most liberally treated on leaving the service—of course, had no option but to take legal steps in the matter. And the steps they took were in no way offensive, nor lacking in consideration either to the Hongkong and Shanghai Bank or to its Acting Agent. Had the agent of a foreign corporation in this colony been charged with defrauding the public revenue, he would at once have been sent to gaol, and probably without the option of bail. This was the offence alleged to have been committed by the Hongkong and Shanghai Bank in Manila, and what did the Spanish authorities do? Why, they merely asked Mr. Townsend to consider himself under arrest, in his own house, until the matter was thoroughly investigated. All the tattle in the *China Mail* about official rudeness, threats to send Mr. Townsend to prison, etc., etc., is utterly devoid of foundation. The Bank's responsible representative was treated most courteously, and although, as a British subject, he naturally felt his awkward position and considered that an indignity had been placed upon him, nothing actually occurred to which any particular exception could fairly be taken. The charge made against the Bank was a most serious one, and we are quite certain that had a Spaniard in Hongkong been in the same position occupied by Mr. Townsend in Manila, he would have been summarily placed under arrest, not in his own apartments, but in a cell in Victoria Gaol. Where then was the cause for all the sensational garbage published by the *China Mail* and religiously copied as pure

gospel by that wonderful paper's exchanges in Shanghai, Yokohama, and Singapore? There was actually no cause whatever, and nobody knows it better than the Chief Manager of the Hongkong and Shanghai Bank in this colony, who has not hesitated to call the *China Mail's* report by its right name.

Naturally the foreign residents in Manila unanimously resented the action of the Spanish authorities towards Mr. Townsend, although it is perfectly plain that they had no real justification for taking any offence. Still their *esprit de corps* is to be commended, especially as Manila has unfortunately anything but a satisfactory record as regards its official treatment of foreign merchants and foreigners generally. Mr. Townsend was subjected to no actual indignity, but rather, on the contrary, was treated with most exceptional courtesy. And when he was released from nominal arrest the Spanish officials were among the first to express their regret for what had taken place, although they had, as a matter of fact, no option in the unfortunate business. At the complimentary dinner given to Mr. Townsend by the foreign residents of Manila there were numbers of Spanish officials present, and we learn on the best authority that nothing was left undone by the Government to atone for the unfortunate consequences of a disagreeable duty. Why then, we again ask, should dissension be created between the Manila authorities and the foreign traders in that port, through the malicious misrepresentations of a newspaper scribe who long ago placed himself outside the pale of honorable journalism? Can anyone doubt the effect that the *China Mail's* lying report, copied by other papers in the Far East and actually sent to England as a truthful record, would have when brought under the notice of the Governor of Manila and the other officials who had gone so far beyond ordinary procedure in their desire to show the representative of the great Hongkong Bank all possible consideration and kindly courtesy? These officers would naturally conclude that it had been "inspired" by the Bank management, and the almost certain result would be an opposition, in a place where effective official opposition of one sort or another is so easy, likely to greatly prejudice the Bank's future prospects.

We have purposely refrained from dealing with the alleged offence for which Mr. Townsend got into temporary trouble with the Manila Government; as we cannot pretend to know whether or not it is contrary to Spanish law. Had it occurred in this colony there cannot be the least doubt what would have been the result. But we are quite confident that the merits of the case will be fairly considered and justly decided by the Manila authorities; and we further believe that both the Court of Directors and the Chief Manager of the Hongkong and Shanghai Banking Corporation are of opinion that no serious exception can be taken to the proceedings about which so much has been foolishly said and written.

LOCAL AND GENERAL.

A SPANISH drama entitled "El anillo de yerro," or "The Iron Ring," is being performed in Manila with great success.

THE Russian cruiser *Rynda*, Captain S. Avellan, arrived this morning from Shanghai, and exchanged salutes with H.M.S. *Victor Emanuel* and the port.

WHITFIELD Police Station, which has been deserted since June on account of the prevalence of fever in the district, was re-occupied by a force of sixteen men this morning.

AN Emergency meeting of Zealand Lodge, No. 525, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 o'clock precisely. Visiting brethren are cordially invited.

We observe that Mr. J. R. M. Smith arrived at Bangkok from Singapore on October 17th for the purpose of opening a branch of the Hongkong and Shanghai Bank at that port. Advance Hongkong.

MANILA papers to hand report an armed attack by robbers on the night of the 22nd inst. on a lady's private residence; the marauders retired when the Police were sent for, but minus one of their number, who fell into the grip of the guardians of the law.

FOR having a number of packages of contraband goods on board—50 packages of sulphur, to wit—on October 19th, the popular river steamer *Poguan*, belonging to the Hongkong, Canton and Macao Steamboat Company, Limited, has been prohibited by the Canton Customs from running between here and Canton. This decision, we understand, comes direct from the Inspector General of Customs at Peking. It was intended to replace the *Poguan* on the river night service by the *Kiukiang*, the former vessel relieving the latter on the Macao route; but a telegram from Canton informs us that this convenient "ringing of the changes" will not be permitted. At the time of writing we have not been reliably whether or not the *Kiukiang* has proceeded to Canton this evening. We propose dealing with this subject at some length in our next issue.

A MAN may be a bad egg, but he's all right till he's "broke."

THE temporary market on the Praya is now finished, and nearly 200 stalls will be opened next week. At Hingham, we note, the authorities took the hint, and finished the markets themselves.

THE Manila *Comercio* says that Signor Chantini and his popular Circus company are expected in that city from Singapore and Bangkok. A letter had been received from a member of the Company conveying this information.

WIFE—John, dear, if it should be my misfortune to die before you do, do you think you would marry again? Husband—Well, I dunno, my love. Until it comes to him, no man can tell how he would be able to stand prosperity.

MESSRS. Adamson, Bell & Co., agents for the Canadian-Pacific Line, inform us that the steamship *Batavia* left Shanghai for this port yesterday at 5 p.m., and the steamship *Parilia* left Vancouver on the 26th ulto. for Japan and China.

"Ah, it fills my heart with joy," said a countryman as the last note of the organ died away, "to see so many strangers among us this beautiful Sabbath morning. The Good Book says: 'He was a stranger, and I took him in.' The collection will now be taken up."

THE Yokohama St. Andrew's Society intend having a number one celebration this year. They wanted Sergeant Mann to go up and play the bag pipes, offering him a handsome sum over his expenses. As he is unable to go it is probable that a baw Scotch fiddler from the Docks will accept.

THE steam launch business between Hongkong and the interior of the Southern Provinces is developing, under the auspices of the Canton Government, and we note that one of our most enterprising Chinese citizens has lately placed a steam launch on the berth daily between Hongkong and Tai-ping in the Tung-kun district, about a dozen miles above the Bogue forts.

POLITICS vs. Love—She (blushing)—What did papa say last night, George, when you went to gain his consent to woo and win me? He (somewhat embarrassed)—Well—to tell the truth, Clara, in some way we got to discussing politics and I forgot all about the other matter. Ah, darling, are you sure that you will always love me as you do now? She (coldly)—I beg of you, Mr. Sampson, let us talk about the Tariff question.

CROW won't eat crow, but a son of the clan McDonald doesn't let a little thing like similarity of names trouble him. P.C. of that ilk ran in William McDonald, loafer, last night, for being badly drunk and "on his muscle." He was in Wellington Street, asking for John L. Sullivan, to stand forth, and before he knew where he was he was run up Pottinger Street so quickly that he couldn't breathe. He was let off with a caution, this forenoon.

THE Manila *Government Gazette* publishes the value of the Imports and Exports of the four principle ports in the Philippine Islands from January to August of the current year. The following are the respective totals: Imports—Manila—\$10,212,869; Iloilo—\$2,491,685; Cebu—\$424,304; Zamboanga—\$465,70. Exports—Manila—\$13,309,431; Iloilo \$2,420,447; Cebu—\$1,730,190; Zamboanga—\$995. The grand totals are: Imports, \$13,129,324; Exports, \$17,461,063.

THE dignity of the Supreme Court was severely wrestled with this morning. An unintelligible appeal case was being argued before a full bench of grave (acting) judges, whilst right opposite sat our cousin the King of Siam, with his titles set forth in a big round hand on an old street almanack which, with a lot of Mother Siegel's Almanacks, hung on his breast. His Majesty evinced much interest in the various arguments, and apparently forgot all about the four million dollars owing to him by the Government.

Our Macao correspondent informs us that the festivities in celebration of the King of Portugal's birthday were held yesterday in the Holy City in the usual style. The forts fired a salute of 21 guns at noon, and a great deal of illumination was indulged in at night, several groups of drunken soldiers parading the streets and enlivening the dulceness of the land of Camões with riotous and obscene songs. The patriotic Lusitanian minority of Hongkong, numbering 38, all told, celebrated their King's anniversary by a banquet at the Lusitano Club, when his Majesty's health was drunk with the usual musical honours.

No less than five badly used-up Europeans trembled under the stern gaze of Mr. Pollock at various times this morning. Two—a soldier and a man-of-war's man—were charged on fifteen counts with getting drunk, breaking a 'ricksha, and assaulting a Sikh. The unfortunate Indian found one of them borrowing a 'ricksha fare out of the other's pockets, and wanted to run the felonious Feringhee in, but to his astonishment the man who was being robbed set on him, and it was only after a few 'rickshas had been smashed that enough of the "force" was saved to his life came down. They looked so thirsty and sorry that they got off with a fine of a dollar and payment of the damage.

THE Race-course was formally opened this morning for the training season of 1888-1889. There was, as usual, a fairly large turn-out of members of the Jockey Club and others interested in racing, the energetic Clerk of the Course being one of the first to put in an appearance. Nearly fifty horses and ponies were walking about in the enclosure, but no real work was attempted, the training track being quite unsuitable for use. We have no desire to indulge in any useless "cocking," but so far as we can see at present, most of the training this season will have to be done on the race-course—the training track being "unsuitable for gallop only." However, most sportsmen!

THE overflow from the Tytan reservoir was turned into the tunnel last night, and the conduit is now filling. Most of the service pipes are now laid and to-morrow the Albany tank will probably be full, the supply being available to-night.

IN the *Peking Gazette* of the 12th October is published a report from Li Hung-chang in which he remarks that the ironclads and steel vessels which have been procured for the Northern Squadron are too large and draw too much water to allow of their entering the Tientsin River. It became necessary therefore to find some other suitable place for docking them, and Port Arthur was selected as possessing the most natural situation for the purpose. The one great drawback to it was the narrowness of the entrance and the silting bottom, which rendered excavation on a large scale an indispensable necessity for facilitating the anchorage and movement of vessels. Dredging machines have been at work for some time, and much trouble has been taken to clear out the harbour; but to prevent its being blocked up again it is necessary that the mud should be carried right out to sea. Hitherto, only one small launch, the *Li Shan*, has been available for this service, but recently the Taku dockyard was ordered to construct a new screw steamer named the *Yi Shan* for towing purposes. The new vessel was to be 320 Chinese feet long and 20 feet broad and was to be of steel plates and the deck of pumelo, wood. She was to have a boiler and a complete set of compound engines; her horse power was to be 350, and her speed 12 knots an hour. In case of need she could be converted into a gun-vessel and could be employed in laying down torpedoes. She carried two *tampons* and a small steam-launch, and her gear and fittings were complete in every respect. Exclusive of the wages of the workmen, which were paid from the dock-yard funds, the total cost of the materials used in her construction amounted to a fraction over Tls. 34,105. Six iron lighters were built separately for the same work at a cost of Tls. 39,427. The annual expenditure of the vessel for coal, oil, repairs, etc., will be a variable quantity which it is impossible to fix beforehand. Her complement consists of 20 officers and men, drawing a total monthly allowance of Tls. 414. As the engines were of entirely new design, it was deemed advisable to engage a foreign engineer named Makeng (Malcolm) for a period of three months to give directions as to the proper mode of working them. He received a salary of Tls. 280 a month, and was to be got rid of at the end of the three months. The time has already expired, and he has been sent away.

SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before the Hon. J. Russell, Acting Chief Justice, and Mr. A. J. Leach, Acting Puisne Judge.)

DANBY AND LEIGH v. HONGKONG HOTEL COMPANY, LIMITED.

This was an appeal from the judgment of the Acting Chief Justice given in Chambers on the 18th inst., when the plaintiffs applied for leave to withdraw from a suit which they had instituted for the recovery of between \$14,000 and \$15,000 from the defendants. In 1885 the plaintiffs contracted to supply furniture and fittings to the defendants, and after doing so were asked to produce receipts vouchers from the firm they had got the goods from. Some litigation ensued, at which part of the vouchers were produced, and they received the award by arbitration, subject to the production of the vouchers. His lordship refused leave to withdraw for the purpose of instituting a fresh suit, and gave costs to the defendant company—Mr. Francis, Q.C. (instructed by Messrs. Caldwell and Wilkinson) appeared for the plaintiffs, and the Attorney General (instructed by Messrs. Wotton and Deacon) represented the defendants. After lengthy legal arguments on each side, which nobody would care to read, their lordships deferred judgment.

MEETING OF THE JOCKEY CLUB.

The best attended annual meeting which the Jockey Club has had for some years was held this afternoon at the Hongkong Hotel. Over fifty members were present, and Mr. W. H. Forbes was voted to the chair.

The Chairman proposed that the accounts be passed.

Major Tripp desired to say a few words upon the accounts before that was done. This year, they would see, there was a balance on the credit side, which had not been the case for several years. They had \$65 to the good, which was principally due to the large number of entries and nominations at the last meeting, the total amounting to \$6655, of which a considerable proportion was contributed by Mr. Sassoon. In former years the entries had not contributed much more than \$5,000. Against that, in stakes and prizes they had given away \$6333. The year before the entries and subscriptions gave \$5,414, so that actually they gave away \$1,000 more than they received. He thought he might say, on that subject, that he thought they had given too much. ("No, no.") The Club had a good deal of expense to look forward to—the Grand Stand was not in a condition to stand much longer, as it was getting pretty shaky, and they gave away much more the Club would find themselves in the wrong box. There was no doubt that the Ball took away a good deal of their money, too; they would see that last year they received \$75 in subscriptions, and it cost \$1,742, that was \$1,200 out of the funds. The Ball was an old established institution, and he supposed they could not get rid of it, but still it was a heavy expense. As far as the course was concerned the only things that had been renewed and not paid for were the lathings. As they were aware, the Government had raised the course, and every endeavor had been made to get it in proper order for the Races. The running course would be ready, but he was afraid the training

course would give a good deal of trouble, and in future a great deal of expense would be incurred in getting it in order. The Club had done very well this year; better, he was afraid, than they would next.

Mr. Fraser-Smith:—I don't quite agree with what Major Tripp has said about the Club having given too much in prizes; on the contrary I think the more encouragement that is given to owners better fields and larger entries will result. I am also quite certain that any appeal to the many millionaires the Colony can boast of will be responded to generously. I think that is a field which might be operated on more extensively for racing prizes. At the same time I quite endorse what my friend has said about the Ball; it appears to me a most scandalous thing that we should lose a matter of \$1200 over it yearly, and I would suggest—though of course it rests with the Stewards—that we raise the subscription from \$5 to \$10. No gentleman who wants to go to a ball cares much whether he pays \$5 or \$10, but it makes a very material difference on the credit side of the Jockey Club balance sheet. And now I have much pleasure in seconding the adoption of the report, as far as I can gather the affairs of the Club have been most economically managed, for which our thanks are mainly due to Major Tripp, who is certainly one of the most energetic sportsmen in the colony. ("Hear, hear.") But I would just suggest that instead of reducing the prizes he should try to get some of his many wealthy friends to give an extra Cup or two—I think that would have a very good effect. (Applause.)

The report was then unanimously adopted. Mr. Fraser-Smith:—Before proceeding to the election of the Stewards I beg to propose that a vote of thanks be given to those gentlemen who have so ably fulfilled the duties for the past year. ("Hear, hear.") I think it speaks well for the stability of racing in this Colony when we find men like Mr. Forbes, Mr. Myrie, Mr. Bell-Irving, and others, conducting its affairs year after year; they have done so for many years and I think that as long as they continue to hold the position, racing in Hongkong will prosper. At the same time, before the vote of thanks is accorded, I must take this opportunity of expressing a hope that the Stewards next year will be a little more strict in reference to carrying out the laws of racing. It must have been apparent to many gentlemen—it certainly was to me—that at the last meeting many things took place which should have been investigated by the Stewards. I am not prepared to make any definite charges against anyone, but I think it was very clear that there were some cases of in-and-out running which should have been enquired into, it is to the interests of racing in the Colony that it should be pure—that we should have no shady business to degenerate amongst gentlemen. We are amateurs—we are supposed to be gentlemen—and if racing is not honestly conducted the sport will very soon go to the wall. There were certain races last meeting in which the running was so directly opposed that it could only lead to one inference—what that inference is I need not say—it must be apparent to everyone. I would only suggest that in future, if there is the slightest sign of in-and-out running, and where there are good grounds for suspicion, it should be investigated. We have had in England lately prominent cases of the same kind; noblemen and gentlemen have been arraigned before the Jockey Club, and one of them—Lord Ailesbury—was warned off the course, as he deserved, as a scoundrel, and blackguard. There is no reason why anyone who is guilty of the same dishonesty here should not be dealt with similarly. I will not make any personal allusions—I leave the cases I refer to to the good sense of the members—but if called upon to make definite charges I should not hesitate to do it, and I should have no difficulty in proving them. I have been racing on and off, for a good many years—I hope I shall continue to do so, and my object has been, and I hope the object of every one else will be, to race straight. If anything shady should happen next meeting I hope the Stewards will exercise their prerogative and deal with it according to law. I beg to propose a vote of thanks to the Stewards (Applause).

Mr. L. Mendel seconded, and it was accorded. Major Tripp said that he was not very well up in the rules of the turf, but he thought that before the Stewards could take any notice of any irregularity it must be brought before their notice by a member of the Club.

Mr. Fraser-Smith:—Oh no; you are quite wrong. Major Tripp then read the names of the retiring Stewards, adding that Mr. Chater would soon be back again, and expressing regret at the loss of their Clerk of Scales, Mr. Hoppius.

The following stewards were then elected:—Hon. P. Myrie, Hon. C. P. Chater, Hon. J. Bell-Irving, Messrs. W. H. Forbes, J. Grant, M. Grote, T. Jackson, E. L. Woodin, R. M. Gray, and G. S. Coxon.

Major Tripp moved a vote of thanks to the Chairman.

Mr. Mendel, in seconding, suggested that the Challenge Cup be raced for on the second day instead of the third, so that they would have a crack race each day. At present the ponies often ran in that race and afterwards for the Champions the same day.

Mr. Fraser-Smith also suggested that subscription griffins should not be forced to enter for the Challenge Cup and Champions. They were ponies that had no chance whatever for these races, the forced entry was simply an unfair tax, and he believed that nine out of every ten owners preferred to have optional (hear, hear).

The meeting then terminated.

VICTORIA RECREATION CLUB.

The preliminary arrangements for the forthcoming Regatta, such as selecting the crews, settling days for practice, etc., were concluded at a meeting held last night. The following days have been decided on for practice:—Monday, International crews; Tuesday, American Cup; Wednesday, Chairman's Cup; Thursday, Danish Cup; Friday, German Cup; Saturday, Open Races.

The following are the crews chosen by ballot for the American and Chairman's Cups:—
AMERICAN CUP:—
No. 1. Taylor (bow), Ellis (stroke), F. Shepherd (cox).
No. 2. Taylor (bow), Ellis (stroke), F. Shepherd (cox).
CHAIRMAN'S CUP:—
No. 1. Taylor (bow), Ellis (stroke), F. Shepherd (cox).
No. 2. Taylor (bow), Ellis (stroke), F. Shepherd (cox).

CHAIRMAN'S CUP.

No. 1. Taylor (bow), Ellis (stroke), F. Shepherd (cox).
No. 2. Taylor (bow), Ellis (stroke), F. Shepherd (cox).
No. 3. Taylor (bow), Ellis (stroke), F. Shepherd (cox).
No. 4. Taylor (bow), Ellis (stroke), F. Shepherd (cox).
No. 5. Taylor (bow), Ellis (stroke), F. Shepherd (cox).
No. 6. Taylor (bow), Ellis (stroke), F. Shepherd (cox).
No. 7. Taylor (bow), Ellis (stroke), F. Shepherd (cox).
No. 8. Taylor (bow), Ellis (stroke), F. Shepherd (cox).
No. 9. Taylor (bow), Ellis (stroke), F. Shepherd (cox).
No. 10. Taylor (bow), Ellis (stroke), F. Shepherd (cox).

CANTON.

(FROM OUR CORRESPONDENT.)

CANTON, 31st October, 1888.
The Viceroy attended the military examinations at daylight on Sunday last, when some of those mediocre military officers and staffs so fondly clung to by the Chinese military rulers were indulged in, apparently much to His Excellency's satisfaction. At about 10 a.m., however, a telegram from Peking was delivered at the Viceroy's tent, which, after perusal, so affected His Excellency that he called for his chair to be brought immediately, and was there and then conveyed to the Yamen, where he remained in seclusion the whole day.

Dame Rumour, perhaps more skittish in China than elsewhere, has been trying to assign a reason for the "jelly smile," a la Mark Twain, which was so apparent on the Viceroy's classical countenance after reading the missive above referred to. Some say it was the sign of the beginning of the end of the little game of "bluff." His Excellency has so long indulged in with so much success at Canton. Others again are of opinion that some high dignitary at Peking has either ascended or descended in the "Dragon chariot," but be it as it may, I merely chronicle the fact, and leave old Father Time to give the true explanation of the occurrence.

The rumour of Li Hung-chang's coming South after the Chinese New Year is most probably correct, although not a Viceroy of the Two Kwangs, which would be *infra dig*, (as he is Guardian of the Throne *ex officio*, and Superintendent of the Northern provinces, but as Special Imperial Commissioner, either by himself or accompanying Prince Chun, the Emperor's father, if the latter is well enough to stand the voyage. It is well known that a tour of the Southern seaboard ports has long been Li Hung-chang's ambition, and now supported with his new first and newly-dubbed English Admiral, the dazzling sight of the Bismarck of China surrounded by his Northern lords, even who were actually jealous of frustrating him the last time he visited China is more easy to imagine than to describe. When this galaxy of intellect arrives I promise to send for a capable artist to portray them in your first local issue of "Vanity Fair."

Shamien was knocked flat late yesterday evening by the report that the Foreign Customs, under instructions from the all-powerful Inspector General, had stopped the running of the Steamboat Co.'s river steamer *Poguan* on account of some bags of contraband goods discovered amongst her cargo on the 19th October. Sir Robert Hart has again, *enrue nous*, shown himself a good chess player by this clever move. The great "I.G." has not the least judgment in the Consul-Court at this port, but "King" and now the real game is about to commence. All I say now in reference to this new case is that if the Company incurs serious loss, it is cast it will show culpable stupidity on their part, for in the particularly candid manner in which Mr. Deputy Commissioner Spiney conducted his cross-examination of the last witness in the *Fathian* affair he showed clearly thought they were to blame and the spot where they should set their house in order. To me it was certainly the most dangerous point he brought out, but what can you do with a Company which is so penny wise and pound foolish that they would sooner run the risk of diplomatic support to carry them through their contention than put their hands in their pockets to provide a few extra necessary hands at points clearly requiring them. Not satiated with big dividends (and drawing their own handsome "ser. w.") the Directors can only see an economy in reducing their Captains' pay (which considering their responsibilities was already abnormally low) some \$50 pending behaviour to their satisfaction. This is an illegal action, for, according to the law the pay of the master is determined on the ship's articles and he has to receive that amount. The Directors, by some of their many "informants" have been told this, and by a laughable side issue seek to evade their responsibility. Such won't, however, hold water when it comes to the test.

I am certain you will be glad to hear that that most courteous and gentlemanly of mandarins, Mr. Tai-shih-yung, has received a Tao-tai's sanction from Peking. The Board of Rites, although recommended to bestow this dignity by the Viceroy's favour, five times, refused to give its sanction to the promotion on some technical ground that Mr. Tai had not been in Peking (beyond, I think, a short time for his partial education at the College there), but they lately withdrew their objection and this popular official is to be congratulated on his well-earned honours.

THE TIENTSIN-TONGSHAN RAILWAY.

In our paper of the 13th October, says the *Chinese Times*: we presented to our readers an account of the Vice-regal inspection of the first sectional line of Northern China, and we pointed out that it was eighty-one miles long, solid, well-designed, well equipped yet economical, and that in excellence of construction, line quality of the rolling stock, and powerful and swift engines, it would compare favourably with the majority of European and American railways. The line must be regarded as a first section at present, as sooner or later—and the tendency of events begins to force upon the minds of the Chinese statesmen the necessity of prompt decision—the iron road must be extended towards Shan-hai-kuan, and at no long time afterwards should stretch through Chinese Manchuria towards the Amur valley, via Tai-tai in one direction, and in another to Hung-chow on the Korean frontier, and not remote from the Pacific coast. On the reverse side it will perhaps soon be determined to extend towards the capital, with a temporary terminus at Tientsin, unless bolder counsels prevail, and another section of some one hundred and twenty miles will connect the Imperial city of Tientsin with the provincial capital of Peking. For a further spread in a southerly or south-westerly direction beyond the limits of this province, probably China must wait awhile, unless some sudden and irresistible pressure of political or national circumstances should force upon the reluctant governing powers the necessity of finding solutions for the many real and serious hindrances that bar the way at present to the Empire. The provincial autonomy often threatened, will certainly be attacked and destroyed whenever the Imperial Government finds itself endowed with the support of the people and strong enough to deal with the intrusions and abuses that have oppressed the nation ever since the beginning of the weakness and decadence of Imperial power, that corrupt and decayed growth and decay of the

reign of Kang Hsi. The vested interests that now control the forces of the Empire, drawing their support as they do in the virtual independence of central control, will make strenuous opposition to the establishment of a railway system. But a well-planned and irresistible system of iron roads will be a potent and irresistible weapon if the Court can but wield it, that will compel the restoration of the full and rightful powers of the Imperial Government.

For the logical development of the first railway section that now exists in vigorous life will assuredly, more than any other means, bring about the restoration of the controlling and directing functions of government that should be held by the Imperial Council, and it is to be hoped that the Emperor, Empress, and Hien Fung will in the fulness of time see with her own eyes the accomplishment of the grand and Imperial project which it is believed was conceived by her soon after the death of the Emperor, and during the evil times when the Empire was in the direst straits from foreign invasion and occupation, and the enormous strains of the most formidable rebellion that any Chinese Government has ever had to encounter. It is said that in these dark and almost hopeless hours the Imperial lady resolved to do all she could to retrieve the waning fortunes and faded glories of the dynasty, and in the accomplishment of her vast and patriotic design she had the unflinching support of the deceased Eastern Empress, a woman less bold, less ambitious, probably less able, but equally tenacious. The great railway now open must be the forerunner of others, and the inevitable extensions are well planned the end will be sure. The Imperial house will again hold full sway, the control of the army and navy will be regained with less difficulty than now exists, and a general unification of taxation, fiscal policy, coinage, weights and measures, &c., to be evolved out of the present chaotic conditions of things, will not only become possible, but will indeed be brought about by the natural operation of a railway system that will connect the provinces with the proper seat of supreme power, the capital.

It now seems probable that the first extensions to be arranged will be in the main determined by strategic considerations. The Empire is now threatened with imminent dangers on the Eastern side towards the Pacific, and the revolt of Korea against its suzerain, an imminent event for which many powerful influences are at work, and the most grave political complications that would follow such a deplorable and dangerous circumstance, would ere long affect the safety of Manchuria, the most important province of the Empire now and in the future, whether considered in strategic lights or with regard to political and dynastic conditions. The Imperial Government, and the Viceroy respectively, fully comprehend the urgency of safeguarding the precious territory, so that we deem it likely that before long orders will be given to survey and then construct at least two main iron roads, one towards the Amur, and the other to a point on the Korean frontier not far from the Pacific coast.

On these two designated routes the distances are great, the roads are bad and in rainy seasons not practicable to carry on an offensive or defensive campaign—eventualities the Imperial Government should now and henceforth steadily keep in view—so that unless the Chinese forces are afforded communications with practicable lines of transport, the means, methods, and tediousness of transport, only iron roads will serve. The great rivers are frozen for at least four months out of the twelve, and by geographical position Russia possesses the dominating strategic position so that her troops can enter the streams in steam vessels, an advantage denied to the Chinese, who cannot under any conditions hope to have a steam train or sports or mobile flotillas on the Ussuri or Sungari. China will, therefore, in case of war be threatened on actual invasion, have to depend on iron roads, and if at the critical time they do not exist in the case of a struggle, first for ascendancy in Korea, and subsequently, as indeed must be the case, for the holding of Manchuria, these two territories will be lost to her. If the defection of Korea is carried out, and the native plots and foreign intrigues at Seoul have this plain end in view, Manchuria will be easily attacked on the two flanks, and without quick and certain communications a defensive struggle on the part of China would be carried on under enormous and overwhelming disadvantages against an enemy that has already the means by using steamers and barges on the Amur, and by the command of the Pacific—whichever at present China could not hold against a powerful and well-disciplined fleet—and the certainty of Korean levies co-operating with the enemy in a land invasion. The vast and most precious territory from which the dynasty sprang, and the riches of which it developed might restore the financial equilibrium of the Empire, would assuredly be torn away.

These reflections, forced on us by the consideration of the evident drift of current events, would show our readers that although a single line of railway may for a while serve all the needs of traffic between Tientsin, Tongku, and Tientsin, yet whenever a second section is stretched towards Shan-hai-kuan, considering all the potentialities of the question, it will be best to provide for visible contingencies, and construct a double line of rails from the Peiho bank at Tongku to Shan-hai-kuan, with sidings especially laid out for the transit of troops, munitions of war, and stores. It would be also desirable, from the first, to arrange adequate sidings, and in those factories, waggon, and carriages should be built and locomotives fitted and repaired.

Considering that the first extensions of railways will naturally give anxiety on financial grounds to the Imperial Government, it is satisfactory to be well assured that the establishment of main lines in Manchuria, whose construction is fast becoming not only urgent but absolutely necessary, will not involve the State in difficulty. By the testimony of all observers, foreign and native, lines of iron roads in that invaluable province, made substantially and economically like the section described by us last week, there will be no loss but rather a steady and considerable profit to the Government, as the produce of the fertile grounds whose clearance and cultivation increases yearly in area as the sturdy peasants of Shan-hai possess and till them, will find ready markets now obtained, with difficulty and at excessive loss of time and crushing charges for long and hard transport along the infamous roads. The railway lines will also quickly render available, for the profit of both the State and the population the enormous mineral riches of the territory, rich in gold, copper, galena, iron, and coal. The outlays for the railway will, therefore, be productive, will not prove a source of embarrassment to the Government, but, on the contrary, will be a profitable investment that will not only be of great advantage to national and Imperial interests, but will enable the Empire to retain a firm hold on the most noble province of all.

In the meantime, one evident and most important advantage has been created for the Empire now that the Viceroy, Li has founded the beginning of a powerful force; that one day may, if carefully given to its sound development, be a principle, be useful for other than merely defensive operations, the short section of completed railway being already an indispensable reinforcement to the State. When and how the

will be paralyzed, and in time of war, as since 1870 coal has been held to be contraband, the Chinese fleet could not depend on foreign supplies. Now the Tongshan collieries can supply 1,000 tons of good fuel daily, delivered into steam lighters at the Tongku wharf. The Northern Fleet, henceforth, will be rendered independent of all supplies of fuel of foreign origin, and the ships can be furnished during winter as well as throughout the summer if the Viceroy Li should adopt the Danish plan of using an icebreaking ship, such as is employed in the winter on the Sound to keep navigation clear from Copenhagen to Malmo, and from Stockholm to Hango in Finland. Taku can thus be converted into an open winter port, and the Chinese fleet, by help of the railway would then always be sure of a full coal supply irrespective of season.

Co-day's Advertisements.

FOR SHANGHAI.

THE Steamship

"PEKING."

Captain G. Heuermann, will be despatched for the above Port, on SATURDAY, the 3rd inst., at NOON.
For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 1st November, 1888. [1108]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"SACHSEN."

Captain C. von Güssel, will leave for the above place TO-MORROW, the 2nd inst., by about 4 P.M.
For Freight or Passage, apply to
MELCHERS & Co.,
Agents.
Hongkong, 1st November, 1888. [4]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"GENERAL WERDER."

Captain W. von Schuckmann, will leave for the above Ports, on SATURDAY, the 3rd inst., by about 4 A.M.
For Freight or Passage, apply to
MELCHERS & Co.,
Agents.
Hongkong, 1st November, 1888. [4]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP "SACHSEN,"

FROM BREMEN AND PORTS OF CALL.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be landed here in Hongkong unless notice to the contrary be given before 3 P.M., TO-DAY, the 1st inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 14th inst., at 4 P.M.

All Claims must reach us before the 15th inst., or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
MELCHERS & Co.,
Agents.
Hongkong, 1st November, 1888. [4]

NOTICE.

Silk and Fire Crackers.

THE Undersigned respectfully inform the Foreign Merchants in Canton that for the past twenty years they have carried on business in silk piece-goods in Sai-Hing Street, Canton, under the chop-signification of "TSUN SHING," and venture to believe that the superior quality of their goods have given universal satisfaction to their customers. In order to avoid possible imposition they have considered it indispensable to prefix to their designation the surname of the head of the firm, "CHAN" and henceforth the Firm's signification, in the silk branch, will be known as "CHAN TSUN SHING."

Further, in respect of the Fire Cracker branch, which hitherto has been carried on under the title of "MAEN SHING," under which we have acted as sole dealers in Canton for many years and during this period our chop, by reason of the superior quality of the ingredients we employ as well as the first class character of our manufacture, has maintained its pre-eminent position in the markets of the United States of America; but lately numerous fraudulent imitations of our goods have been attempted, which has necessitated, in the interests of the public, our establishing a new Fire Cracker brand that will hereafter be known as the "CONSTITUTION" Cracker. It will be recognized by our old established mark underneath, viz. No. 1 Golden Dragon chop and our new prefixed title "CHAN MAEN SHING" at the bottom of the label of our Fire Crackers.

CHAN TSUN SHING, for Silk Branch.
CHAN MAEN SHING, for Fire Cracker Branch.
A/R—Fire Crackers without our brand as above, will not be genuine.
Canton, 1st November, 1888. [1107]

Today's Advertisements.

ZETLAND LODGE, No. 525.

AN EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, THIS EVENING, the 1st November, at 8.30 for 9 O'CLOCK precisely. Visiting Brethren are cordially invited.
Hongkong, 1st November, 1888. [1101]

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premium for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th instant, will be made up by the Company, and no subsequent claims or alterations will be allowed.
By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1888. [1109]

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 5th day of November, 1888, at 4.30 P.M., are published for general information.

By Command, FREDERICK STEWART, Colonial Secretary.

Hongkong, 27th October, 1888. [1094]

Particulars of the letting by Public Auction

Sale to be held on MONDAY, the 4th day of November, 1888, at 4.30 P.M., by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

No. of Registry	No. of Sale	Locality	Boundary Measurements	Contents in Annual Rent	Upset Price
1	No. 1206	Inland Lot	N.W. 1/2	39000	\$
2	No. 1206	Peak Road	S. 1/2	148	\$
3	No. 1206	Peak Road	W. 1/2	148	\$
4	No. 1206	Peak Road	S. 1/2	148	\$
5	No. 1206	Peak Road	W. 1/2	148	\$
6	No. 1206	Peak Road	S. 1/2	148	\$
7	No. 1206	Peak Road	W. 1/2	148	\$
8	No. 1206	Peak Road	S. 1/2	148	\$
9	No. 1206	Peak Road	W. 1/2	148	\$
10	No. 1206	Peak Road	S. 1/2	148	\$

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN

Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [150]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000 \$833,333-33

EQUAL TO.....\$240,000-00.

RESERVE FUND.....\$240,000-00.

BOARD OF DIRECTORS.

LEE SING, Esq., LO YUEN MOON, Esq., LOU TAO SHUM, Esq.

MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1884. [858]

To be Let.

TO LET.

NOS. 53, 55, 57, PEEL STREET, opposite UNION CHURCH.

Apply to EDWARD GEORGE.

Hongkong, 6th October, 1888. [1007]

TO LET.

ROOMS in "COLLIER CHAMBERS."

GODOWN in ICE HOUSE, LANE, lately occupied by Messrs. BUTTERFIELD & SWIRE, from the 1st August.

Apply to DAVID SARSON, SONS & Co.

Hongkong, 11th July, 1888. [152]

Intimations.

A. S. WATSON & Co., LIMITED.

AN INTERIM DIVIDEND on Account of 1888, at the Rate of 64 Dollars per SHARE in the Capital of the Company, will be payable at the HONGKONG and SHANGHAI BANK on and after the 5th November, on Warrants to be obtained of the undersigned.

The REGISTER of SHARES will be CLOSED from THURSDAY, the 1st November till MONDAY, the 5th November, both days inclusive, during which period no TRANSFER of SHARES can be registered.

By Order JOHN WILLMOTT, Acting Secretary.

Hongkong 27th October, 1888. [1093]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1887.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the year ending 31st December last in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 30th day of November next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers.

Hongkong Fire Insurance Co., Ltd.

Hongkong, 15th October, 1888. [1045]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$2 per SHARE has this day been declared, being further interest on Capital to 31st December, 1887, at the rate of 4 per cent. per annum (making the total interest on Capital for 1887, 14 2/3%).
Warrants may be had on application at the above Office on and after MONDAY, the 29th instant.

JARDINE, MATHESON & Co., General Agents.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 27th October, 1888. [1092]

PROSPECTUS.

SINGAPORE HOTEL COMPANY, LIMITED.

INCORPORATED UNDER THE "INDIAN COMPANIES' ACT, 1866."

CAPITAL: \$750,000 (with power to increase), divided into 7,500 shares of \$100 each, payable as follows:—

\$30 on APPLICATION. \$20 on ALLOTMENT. Father Calls not exceeding \$20 each, to be made at intervals of not less than three months.

(It is not expected that more than \$55 per share will be called up before the end of 1889.)

If no allotment be made, the deposit will be returned in full.

Share Lists will CLOSE on 14th November, 1888.

DIRECTORS:

WILLIAM ADAMSON, Esq. (Messrs. GILFILLAN WOOD & Co.)

ANDREW CURRIE, Esq. (The BORNEO COMPANY, LIMITED)

WILLIAM DOUGLAS, Esq. (Manager, CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.)

HON'BLE J. FINLAYSON, M.L.C. (Messrs. BOUSTEAD & Co.)

J. P. WADE GARDNER, Esq. (Manager, HONGKONG & SHANGHAI BANKING CORPORATION.)

HON'BLE H. W. FIEGER, M.L.C. (Agent, PENINSULAR AND ORIENTAL STRAM NAVIGATION CO.)

W. E. HOOPER, Esq. (Messrs. A. L. JOHNSTON & Co.)

O. MUHRY, Esq. (Messrs. BEHN, MEYER & Co.)

THOS. SCOTT, Esq. (Messrs. GUTHRIE & Co.)

TH. SOHST, Esq. (Messrs. PUTTACKER & Co.)

C. STRINGER, Esq. (Messrs. PATERNON, SIMONS & Co.)

BANKERS:

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA;

HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS:

MESSRS. DONALDSON & BURKINSHAW.

SECRETARY (pro tem.)

JAMES KERR, Esq.

HEAD OFFICE: SINGAPORE.

THIS COMPANY has been formed for the purpose of supplying the want which has been felt for many years past, of a well-planned and well-fitted modern hotel of sufficient dimensions to accommodate the large and constantly growing passenger traffic through Singapore, as well as supply the great demand for temporary or permanent residential chambers.

Singapore is the chief town of the British Crown Colony of the Straits Settlements, and is a leading place of call and calling port on the great steam line of communication with the Far East. It is moreover the centre of an extensive trade with India, China, the Dutch Indies, the Philippines, Siam, and other countries.

The present hotel accommodation in Singapore is quite inadequate, and it is proposed to acquire the fine site now partly occupied by the HOTEL DE L'EUROPE, and build thereon a hotel of much larger dimensions, and greatly improved construction and arrangement. Fully detailed plans have been prepared and the engagement of a first-class Manager is already secured.

Prospectus and Forms of Application may be had at any of the Agencies of the Company's Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION and the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, or Mr. D. McCULLOCH.

A certain number of Shares will be reserved by the Directors for Allotment to Hongkong Applicants.

APPLICANTS FOR SHARES will have to pay 1 per cent. extra for the difference in Exchange between this Port and Singapore.

Hongkong, 16th October, 1888. [1095]

Intimations.

WANTED.

FOR BANGKOK, TWO GOOD COMPOSITORS, Chinese or Portuguese, on a year's engagement.
Applicants may apply personally to "THE HONGKONG TELEGRAPH" Office, Hongkong, 31st October, 1888. [1105]

"WITH PROFITS" POLICIES

IN THE

STANDARD LIFE OFFICE

TAKEN OUT BEFORE 15TH NOVEMBER NEXT,

will rank for two years Bonus at the next

DIVISION OF PROFITS.

Proposal Forms and Tables of Rates on application.

THE BORNEO Co., Ltd., Agents.

Hongkong, 23rd October, 1888. [659]

HONGKONG RIFLE ASSOCIATION.

PROGRAMME OF THE SIXTH RIFLE MEETING.

TO BE HELD AT K O W L O O N.

FRIDAY, the 9th November, and SATURDAY, the 10th November, 1888.

AGGREGATE VALUE OF PRIZES.

Competitions open to All-comers.

1. ALL-COMERS.—1st Stage, distance 200 yards, 2nd Stage, distance 300 yards. No. of shots, seven at each. Entrance fee, 30 cents at each. Unlimited entries, but competitors not allowed to take more than one prize at each distance. 20 prizes, presented by the Association; aggregate value, \$122.00.

2. ANY RIFLE.—Distance, 800 yards. No. of shots, ten. Entrance fee, \$1.00. Two prizes.

3. ASSOCIATION.—FOR ANY RIFLE.—Distance, 900 yards. No. of shots, ten. Entrance fee, \$1.00. Two prizes.

4. CADET'S PRIZE.—Presented.—Open to pupils of Hongkong Public Schools under 16 years of age. Rifle, Rook Rifle under 40 Cal. Distance, about 150 yards. No. of Rounds, 7 and one sighting shot. Four prizes.

Competitions open to Members.

5. PRESIDENT'S.—Distance, 300 yards. No. of shots, seven. Entrance fee, \$1.00. Three prizes.

6. QUEEN'S 1ST STAGE.—Distance, 200, 300 and 600 yards. No. of shots, seven at each. Entrance fee, \$1.00. Three prizes.

7. QUEEN'S 2ND STAGE.—Distance, 500 and 600 yards. No. of shots, ten at 500 yards, fifteen at 600 yards. Two prizes.

8. QUEEN'S 3RD STAGE.—Distance, 800 and 900 yards. No. of shots, ten at each. Entrance fee, \$1.00. Two prizes.

9. LADIES.—Open to Lady Members or their nominees. Distance, 300 yards. No. of shots, seven. Entrance fee, none. Five prizes.

Aggregate open to All-comers.

10. VOLUNTEER AGGREGATE.—Restricted to efficient Volunteers whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Three prizes.

11. CIVIL SERVICE AGGREGATE.—Restricted to members of the Civil Service whose respective scores in the 'All-comers' make up the highest aggregate. Entrance fee, \$1.00. Three prizes.

